

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEWSERIES No. 8174

號六十月三年二統宣

MONDAY, APRIL 25, 1910.

一拜禮 號五十月四英港香

\$15 PER ANNUM.
SINGAPORE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS
Sinking \$1,500,000 at 2 1/2% \$15,000,000
Silver \$15,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

G. Balloch, Esq., Chairman.
Robert Shewan, Esq., Deputy Chairman.
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J. W. Bannock, Esq., G. H. Medhurst, Esq.
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G. R. Lammiman, Esq., H. A. Siebs, Esq.
S. A. Levy, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.
MANAGER:

Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 2 1/2 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 29th March, 1910. [10]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,000,000
RESERVE FUND £1,575,000
RESERVE LIABILITY OF PROPRIETORS £1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per Annum on the daily balance.
On Fixed Deposits for 12 months 4 per Cent.

W. M. DICKSON,
Manager.

Hongkong, 5th April, 1909. [12]

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 16,250,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. HANKOW.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
On Fixed Deposits for 12 months 4 per Cent.

For 6 months 3 1/2 per Cent.
For 3 months 3 per Cent.
For 1 month 2 1/2 per Cent.
TAKKO TAKAMIOHI,
Manager.

Hongkong, 21st March, 1910. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tientsin Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Saeundung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim Jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. ROYSE & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DISCOUNT BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON CURRENT ACCOUNT Deposits received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

J. KULLMANN,

Acting Manager.
Hongkong, 3rd March, 1910. [15]

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST ON DEPOSITS is allowed at 2 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH,

Chief Manager.

Hongkong, 14th January, 1907. [21]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$5,000,000
ABOUT MEX \$7,333,333
RESERVE FUND GOLD \$5,000,000
ABOUT MEX \$7,333,333

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADENEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTING BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange business, receives Money in Current Account at the rate of 2 1/2 per Cent. per Annum on the daily balance and accepts Fixed Deposits at the following rates:—
For 12 months 4 per Cent. per Annum.
For 6 months 3 1/2 per Cent. per Annum.
For 3 months 3 per Cent. per Annum.

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [19]

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman.
O. Stephani, Esq.
Lee Yung Su, Esq.
J. H. McMichael, Esq.
O. R. Burkill, Esq.
J. A. Watlie, Esq., Manager-Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, F.I.A., Actuary

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force \$34,054,152.00
Assets 7,114,490.08
Income for Year 3,073,834.81
Total Security to Policyholders 7,885,852.53

LEFFERTS KNOX, Esq., Hongkong.

District Manager, Canton, Macao and the Philippines.

B. W. TAPE, Esq., District Secretary.

ALEXANDRA BUILDING, HONGKONG.

Hongkong, 1st December, 1909. [810]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.

NIGHT GARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.45 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 5.00 p.m. ... Every 15 minutes.

NIGHT GARS on Week Days.

SATURDAYS.

Extra cars at 2.15 p.m., 2.30 p.m. and 2.45 p.m.

SPECIAL GARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.
Hongkong, 1st April, 1909. [10]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES

FOR ITINERARY TO SAIL ON REMARKS.

GENOA, MARSEILLES, PALMA, About 28th April } Freight only.

LONDON & ANTWERP ... E. W. Cockburn, R.M.R.

SHANGHAI ... DELHI ... About 28th April } Freight only.

LONDON, &c., via usual Ports { DELTA ... Capt. B. W. H. Snow ... } Noon, 30th April } Sm Special Advertisement.

LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, SARDINIA, Capt. C. O. Talbot, R.N.R. Noon, 5th May } Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 23rd April, 1910. [14]

Intimations.

LANE, CRAWFORD & CO.

TAILORING DEPARTMENT.

JUST ARRIVED

NEW MATERIALS

FOR

SPRING AND SUMMER WEAR

IN

Exclusive Designs.

FLANNEL AND TWEED SUITS

From \$33.50 Unlined.

TROPICAL DRESS SUITINGS

A SPECIALITY.

FIT, STYLE AND WEAR GUARANTEED.

LANE, CRAWFORD & CO. [31]

BOORD & SON.

OLD TOM

and

DRY GIN.

CALDBECK, MACGREGOR & CO.

SOLE AGENTS.

Hongkong, 20th April, 1910. [13]

Hotels.

BEST BRANDS OF LIQUORS.

MEALS A LA CARTE AT ALL HOURS.

DINING ROOMS CAN BE RESERVED.

BOARD AND RESIDENCE AT MODERATE RATES.

BELLE VIEW HOTEL

Telephone No. 907.

TEA and REFRESHMENTS served on the Lawn or Verandah.

WM. WINCH, Manager.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS—Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 1st April, 1910. [10]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON: CANTON TO HONGKONG: HONGKONG TO CANTON: CANTON TO HONGKONG:

MONDAY, 25th April. THURSDAY, 28th April.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM

10.00 P.M. KINSHAN 5.15 P.M. FATSHAN 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

TUESDAY, 26th April. FRIDAY, 29th April.

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN 8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM

10.00 P.M. FATSHAN 5.15 P.M. KINSHAN 10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

WEDNESDAY, 27th April. SATURDAY, 30th April.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM 8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN

10.00 P.M. KINSHAN 5.15 P.M. FATSHAN 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

SUNDAY, 1st May.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 1st MAY, 1910.

The Company's Steamship "SUI-AN,"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

Departure from Macao at 5 P.M.

Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. to Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Linton" and "Santal." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Blake Pier. [15]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Hongkong, 5th February, 1909.

A. F. DAVIES,

Manager. [125]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,

Proprietor.

N. REUMERTHAL,

Manager.

Telephone 190. Telegrams "Astor."

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.

SOLE AGENTS.

Hongkong, 1st August, 1909. [14]

Entomation.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER

MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM-

PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the

pure juice of sound ripe fruit.

A. S. WATSON & CO.,

LIMITED,

HONGKONG and KOWLOON.

Hongkong, 21st March, 1910.

NOTICE

All communications intended for publication in "The HONGKONG TELEGRAPH," should be addressed to The Editor, 1, Lee Ho-choi Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MSs, nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—\$20 per annum.

WEEKLY—\$12 per annum.

The rates per quarter and per annum, proportional.

Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscriptions can have their copies delivered at their residences without any extra charge.

On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

MARRIAGE.

On April 15th, at Shanghai, A. Carruthers Bryson, M.B.E., (London), second son of Rev. Thomas Bryson, D.D., to Daisy Isabel, third daughter of Mr. and Mrs. Edney Page, Shanghai.

DEATHS.

On April 18, 1910, at Shanghai, James Mann, of the Kiangsu Chemical Works, Aged 39 years.

Francisco F. de Siqueira, irmão de casados com profunda mágoa participamos seus parentes, amigos e pessoas de suas relações o falecimento de sua extremecida irmã e casada Helena Maria ocorrido aos 17 de abril, 1910.

The Hongkong Telegraph

HONGKONG, MONDAY, APRIL 25, 1910.

EXPERIO CREDE.

Mr. F. S. A. Bourne, C.M.G., Judge of the Supreme Court at Shanghai, has had thirty-three odd years of varied experience of China and the Chinese. His study of commercial conditions has been profound, and he has more than once been employed on special service, such as in journeys through Szechuan, Yun-nan, Kwangsi and Kuei-chow and the borders of Tong-king, and as Consul with the special Commercial Mission to China in 1896. His judicial habit of mind,

together with his great and deserved reputation as an expert on Chinese questions, give such importance and weight to any deliberate utterance of his on conditions in China that no one affected by them can afford to despise his warning or fail to rejoice when he expresses hope. When, therefore, he tells us, as he did last month at the meeting of the China Society in Canton Hall, Westminster, that the result of his inquiries as to the changes of the last ten years in China, was that he found many changes in name, but, in matters that indicated a different mind and heart in the people, only three serious changes—we are compelled to examine the result of our own observation and study, make corrections in our opinions where necessary, and, with all reasonable humility, congratulate ourselves when we find that we have in the past constantly, and consistently expressed almost every view held by Mr. Bourne. In the vote of thanks which followed Mr. Bourne's paper, Mr. George Jamieson, C.M.G., formerly H.B.M. Consul-General at Shanghai, author of several papers on financial and revenue questions in China, of the prize essay on Bimetallism, and until recently one of the directors of the Peking Syndicate, corroborated his conclusions. We are so far from being ashamed of being in such good company that we may remind our readers that, like the two eminent authorities to whom we are referring, we have long observed "that undoubtedly the Chinese had begun to put down their house in order, but he (Mr. Jamieson) would like to see a little progress in some definite direction being made. We had got scores of edicts coming out and nothing was done." The three serious changes noted by Mr. Bourne were the movements against opium-smoking, footbinding, and that in favour of physical training in schools. These three may be referred, we think, to a genuine Public Opinion. The Chinese Government, always and as ever, following the line of least resistance, carefully watching every chance of obtaining advantage for itself, either at the expense of the patient people or the too readily believing foreigner, have, as we know, utilized the anti-opium agitation to prosecute its long cherished desire to annihilate foreign competition in the sale of the drug, and have merely carried out ancient and well-known edicts of the Manchu rulers in supporting Native Anti-foot-binding Societies which may or may not have been considerably stimulated in their activity by the "Tien Tsu Hui," founded by Mrs. Archibald Little. Japanese example, precept, and success in war, more than even the missionary schools in Treaty Ports, have created among young men an ardent desire, if not to excel physically, at least to become less inert and supine than past generations of students. A great and popular feature of this physical training is military drill. It is sedition very arduous, and fills the youthful breast with martial ardour. However, in spite of some defects and a whole continent full of room for improvement, there really is a vigorous and living movement among the people and the student class in favour of bodily exercise and culture. The lighting of Ch'angsha by electricity has not, apparently, appreciably enlightened the minds of the inhabitants of that self-satisfied City, nor has the often emphasized reform in the army produced a force which might have prevented the shameful bumping of a Governor's yamen, the destruction of public buildings and the dispersion and flight of peace-loving foreign traders and missionaries. Mr. Bourne, though unable to foresee a month or so in advance the events at Ch'angsha noted that the immensely increased number of students would be useful under good leaders, but in the meantime they would be apt to become dangerous. What a pity it is that some of the industrious and able students of the Ch'ang-sha schools did not seize upon so excellent an opportunity to show how their studies in Western subjects, combined with their knowledge of the teaching of the Ancient Sages of China had enabled them to show themselves leaders of men, and leaders on the side of Law and Order! Mr. Bourne's sigh at the truly dreadful condition of the national finance will be echoed by every sincere well-wisher of China. "No progress," he says, "has been made; there is no budget; no one knows how the national accounts stand." While it is true that a new Criminal Code has been promulgated, it has not yet been tested and indeed we are, against our will, doubtful of its success for many years to come. Nothing has been done to train a staff of judges, and justice is being administered just as always. There has been in the last ten years no general organic reform. There is rather the tendency to be satisfied with words and to shelve official willing to take the lead in reform. Change was only welcome to oust the foreigner. But Mr. Bourne voiced our own hopes, indeed our anticipations for the future, when he said that those who know China would base their hopes of the future on the many merits that lay in the race itself—"intelligence, cheerfulness, industry, frugality, patience, devotion to parents and children, and courage against physical difficulties, on the part of the peasantry; intellect, sense of duty, in private life, morality, loyalty to

friends on the part of the educated class. Both Mr. Bourne and Mr. Jamieson expressed the opinion that the best way for China was to develop warily, till some strong clear-sighted man arose, who could, supported by the Throne, pursue the development on strong lines, until the people were capable of realising their destiny. We pin our faith in the substantial qualities of the people, and await with confidence the time when China shall take her proper place among the Nations of Asia.

"ESQUIRES."

A rich and very touchy man who is at the head of a large retail business on receiving a letter addressed to him as Mr. W. Blank instead of "W. Blank, Esquire," expressed indignation at the rudeness of his correspondent, exclaiming: "Why the fellow seems to take me for a shopkeeper!" His best and most candid friend, who was sitting near, quietly remarked: "Well, and aren't you?" History does not relate whether this mild rebuke acted as a healthy reminder to the "shopkeeper" that whether he was or was not personally entitled to be addressed as "Esquire," the fact remained that he was actually a shopkeeper, "common" or not—and that if by "common" he had implied "not refined, not endowed with those finer feelings which make a gentleman," such an exclamation as he had just uttered might go some way towards placing him in the "common" class of vulgar-minded men, whether traders or of other vocations. For an "Esquire" may be a shopkeeper, and so, for that matter may a baronet or a noble lord. All shopkeepers are not, strictly speaking, esquires, nor are all baronets or lords shopkeepers. The proposal that an official register of all true baronets be compiled and issued has suggested to the strange, volatile and erratic mind of Mr. Stead the attractive idea of the rescue by our already somewhat overworked King (God bless him!) of the ancient and honourable title of esquire from the discredit into which it has fallen. Well, we do not seriously think that any person "entitled to coat armour" need trouble much about the "discredit" to the title of esquire if one person address another as So-and-So So-and-So, Esq., out of courtesy, even though that person be not entitled to "bear arms," and could not satisfy the Herald's College of his right to call himself or to expect others to call him esquire, and if any one of us is entitled to be so addressed, and some correspondent through ignorance or inadvertence addresses him as "Mr.," he feels no personal hurt whatever, nor is he even gravely concerned at the lamentable ignorance as to his real quality thus displayed, by his poor correspondent. And if he suspect that the correspondent is not ignorant, but is deliberately committing an intentional discourtesy, he still remains entirely indifferent. The contents of the envelope and the amount of discourtesy within it will affect him, not the petty trifle of the address outside it. Some men, however, do feel real annoyance at being addressed as "Mr.," when by courtesy they should be addressed as "Esquire." A good sound safe rule to go on is to address as "Mr.," those who, you know, expect to be so addressed. When in doubt be courteous, and call the man "Esquire." As for the suggestion of an official register for esquires, we cannot help, at first hearing, classing it with the suggestion of a bright child to his Papa that there ought to be a comic paper for policemen. But on second thoughts we feel some regret, not only at seeing "what a noble mind is here overthrown," but at the tendency, shown now-a-days, not only by Mr. Stead and his followers and imitators, but by crowds of loose thinkers, to imagine that they are doing something good and useful by reviving some obsolete cry, or by "messing about" (we must use the expressive, if "common" phrase) with matters which, in themselves as unimportant as this ridiculous business of the "Esq.," nevertheless are expressions of the constant "progress" of modern thought and the trend of modern advance. The tendency of these times is to "level up," and to obliterate artificial social distinctions. It is far too late now to retard this process, or even to discuss its desirability or the reverse. We ceaselessly are changing, advancing, and even in the little things of life irresistible processes are in action, most of them making for simplification, a few for complication, of a complicated world. Men who make bright suggestions about the use of the word "Esq." are called cranks; men who would add to such worries as those we have when we wonder "Is this chap a C.M.G., or a C.B.?" would have us keep in our heads or on our desks lists of people "who have rendered the community some unpaid service" may easily pass out of the category of cranks into that of useless nuisances.

It is interesting to note that the total amount of Colonial contributions which lighten the Navy estimates for 1910-11 is £494,000, leaving the taxpayers of the United Kingdom to provide the remainder of the £40,603,700 required. India contributes £103,400, Australia £207,500, New Zealand £100,000, Cape Colony £66,000, and Natal £35,000.

LOCAL AND GENERAL.

Mr. Fletcher, the American Charge d'Affaires, will leave Peking on the 25th inst.

A CHINESE coolie was awarded three weeks' hard labour this morning for stealing a blanket at Yau-ma-ti.

A RICKSHA coolie was fined \$3 in the Police Court this morning for refusing to accept hire at the Kowloon Ferry wharf.

THREE Europeans were fined \$3 each in the Police Court this morning for being drunk and disorderly in Pedder's Street.

OVER 30,000 coolies have landed at New-chwang since the re-opening of the Liao River, the arrivals averaging about 1,000 per day.

FIVE Chinese were fined \$3 each by Mr. E. R. Hallifax at the Magistracy this morning for trespassing in the servants' quarters of Dr. Forsythe's residence at Kowloon.

VALLAMBEROSA has recently had an income tax appeal at Edinburgh. They sought to have deducted from their assessment £2,022 representing superintendence, allowances, wedding, &c. They won their case.

IT is surprising to see how rubber properties are now being valued in Taiping. A six acre block of rubber about 4 years old was offered \$8,000 and refused.

His Excellency Wu Ting Fang, Chinese Minister to the United States, is now in Singapore staying privately with Mr. Wong Ah Fook. He is a Straits-born Chinese, his birthplace being Malacca. He leaves in a few days for Peking.

THE Middlesex Regiment and the Buffs may fairly well claim to be representative territorial regiments. On Oct. 1st last the number of Middlesex men serving in the 1st, 2nd, 3rd, and 4th Line Battalions of that regiment was 2,371, whilst the number of East Kent men serving in the Buffs on the same date was 1,051.

A TELEGRAM has been received at Shanghai announcing the death at Marseilles on April 16, of Mr. Eugene Blanc, Managing Director of the Company. The late M. Blanc was well known in the Far East. In the early eighties he was stationed in Singapore and was then transferred to the Yokohama agency where he remained until 1892.

YESTERDAY afternoon, a Police raid was executed on a gambling club at 212, Des Voeux Road West, premises formerly used as a raffles shop. As a result of the raid, seventeen men appeared before Mr. E. R. Hallifax at the Magistracy this morning. The three keepers were fined \$100, \$50 and \$20, respectively, while the rest were each fined \$4. Over \$100 which was found on the persons of certain of the parties was confiscated.

CAPTAIN Frank P. Worsley, West Yorkshire Regiment, who has just retired on pension, has seen considerable foreign service. He has done duty with the 1st Battalion in Gibraltar, Hongkong, Singapore, and India, and spent some years with the Burmah Military Police. Capt. Worsley is a Singapore boy, his father being that popular old resident, Capt. F. Worsley of the E. E. A. T. Co.'s cable ship *Sherard Osborn*. Capt. F. Worsley left Singapore about 1884, but is hale and hearty and a regular frequenter of the Sports Club in London.

THE U. S. transport *Warren*, which has been such a conspicuous object in the River since August last, having been in the hands of the Dock and Engineering Co. during all that time, left Shanghai yesterday afternoon, under the command of Captain Randall, to undergo her trials for speed, stability, and steering qualities, reports the *Shanghai Times* of 19th inst. She is to be put through her paces pretty thoroughly to-day, the tests including a six-hour run at full speed, and is due to return to port this evening.

An interesting trade-mark case was heard at the Magistracy this morning. It appears that on the 23rd March last, a large quantity of cigar boxes was seized at No. 18, Tung Wa Lane by order of one of the local Police Magistrates. The goods in question were the property of a certain Chinese firm who had fraudulently applied false trade-marks to their goods. In this connection Sergeant Grant seized 90 unused cases and 200 empty ones. Subsequently, Sergeant Grant again visited the shop but found the premises closed and learned that the guilty parties had fled to Canton. The man appeared at the Magistracy this morning and the goods were ordered to be forfeited. Mr. Shenton appeared for the defendant.

Messrs. Wheelock & Co. write under date Shanghai, 21st April:—The quantity of cargo offering on our homeward freight market still continues steady and with the near approach of the tea-season which opens at Hankow early in May there should be no dearth of cargo on the various berths. Coastwise—Things are still "booming" in this line and owners should be making up a little for some of the "hard times" they have lately been through; reports from the South are excellent; several more steamers having been fixed on "time-charter" both in the South and in the North; so there is scarcely any tonnage left open for trip-charter, and rates are consequently very high and very firm all round.

KOWLOON-CANTON RAILWAY.

H.E. THE G. VERNON'S INSPECTION.

On Saturday last H.E. the Governor made a complete inspection of the Railway accompanied by the Hon. Colonial Secretary; Hon. Director of Public Works; Mr. Clements, Assistant Colonial Secretary; Capt. Simson, Private Secretary; Mr. Jones, Assistant Director of Public Works; Captain Taylor, A.D.C.; and His Honour the acting Chief Justice. The party were met at Blackhead's Wharf by Mr. Lindsey, C.R.E.; Mr. Baker, District Engineer, and Mr. Griffin, of the firm of Messrs Leigh & Orange, and proceeded by train by the overland (construction) route as far as Bridge No. 4. Crossing over on foot His Excellency again took train on the other side passing Bridge No. 8 on a temporary track laid to one side of the bridge. With the one exception of bridge No. 4 the entire journey from Kowloon Point to the frontier was made by rail. It is expected that these two bridges will be completed within a month or two. From a point a short way beyond bridge No. 8 to the mouth of the tunnel the party were conveyed on one of the two new engines which have just been erected by Mr. Evans. About a mile from the north end of the tunnel, Mr. Logan, District Engineer of the section, joined the party and the distance from here to Tai-po was covered on trolleys. At Tai-po station His Excellency and party with other guests were entertained at lunch by Mr. Lindsey, after which the whole party proceeded by train to the frontier and back. The return journey was made by launch from Tai-po to Lok-lo-ba, and thence by trolley and rail to Tai-kok-tui where the Governor's launch was waiting at 6.30 p.m. His Excellency expressed great satisfaction with the progress made since his last visit and congratulated the C.R.E. and his staff on the excellent work done.

PROMISSORY NOTE CLAIM.

SOLICITOR HAS NO FURTHER INSTRUCTIONS.

Before Mr. Justice Gompertz, Puisne Judge, in the Summary Court this morning, Bagwan Singh, watchman, of No. 1 Temple Street, Yaumati, sued Tseung Kwai Sang and Lo Fuk Tong, clerks in the employ of Messrs. Wilkinson and Grist, to recover the sum of \$124 due under a promissory note dated the 4th August 1909. Mr. J. H. Gardiner appeared for the plaintiff while the defendants were unrepresented.

Mr. Gardiner informed his Lordship that Mr. Harris originally appeared for the defendants but he was given to understand that his friend had no further instructions.

His Lordship—It is usual for solicitors in case of no further instructions to send notice in writing.

Mr. Gardiner—I understand Mr. Harris was to appear this morning and consent to judgment.

The plaintiff stated that the principal (\$100) was lent on the 4th of August last for a period of eight months at the rate of four per cent. per month. The defendants had only paid two months' interest, which left \$124 still owing.

His Lordship entered judgment for the plaintiff with costs.

SANITARY BOARD.

A meeting of the Sanitary Board will be held on Tuesday, 26th inst., at 3.45. Included in the orders of the day are the following:—

Reply from Government relative to offensive trades.

Application for a soap-boiling licence at Nos. 452 and 454, Canton Road, Mong Kok Tai.

Reply from Government relative to covering over the service reservoir at Bowen Road.

Minute by the Honourable Director of Public Works relative to the proposed slaughter-house at Shaubikwan.

CANTON DAY BY DAY.

HONGKONG CHINESE NEWSPAPERS.

[From Our Own Correspondent.]

Canton, 23rd April. The order of Victory Yuen Shu Hsueh, prohibiting the admission and circulation in Canton of all Chinese newspapers published in Hongkong has caused great dissatisfaction among the people here especially of the commercial classes who are now unable to obtain daily timely information of the commercial quotations. Consequently the Canton market has been affected to a certain extent. Yesterday a telegram was forwarded to the Kwangtung Provincial Deliberative Council, through the Canton Self-Government Society, by the Chinese Commercial Association in Hongkong, who requested the Council to approach the Viceroy on their behalf asking him to rescind his order and to permit Chinese newspapers to be readmitted for circulation in Canton for the benefit of the merchants. The Canton Self-Government Society has convened a general meeting for the 23rd instant for the purpose of discussing the terms of the petition to be presented to the Viceroy on the subject.

HUMAN HAIR BOOM.

At present there is a great demand for human hair by foreign firms in Canton, and the price of this article has advanced considerably, being about \$4 per catty. The native dealers are doing their best to meet the demand, and they have sent a number of people to collect human hair from villages, towns, etc. in the interior.

RAILWAY ACCIDENT.

On the morning of the 21st instant a train bound for Fatsan from Shek Wai Tong knocked down a man when approaching the Five-Eye Bridge. The man was run over by the train and was killed instantaneously.

TARTAR GENERAL'S RESIGNATION.

The Tartar General in Canton, H.E. Tseng Chi, has tendered his resignation owing to ill-health.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

COMPULSORY REFORMATION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—It has been well said that reformation of the individual cannot be effected by Act of Parliament. How true this saying is may well be gauged by the recent abolishment of the opium divans. Opium smoking has been held up, by gubernatorial authority, as derogatory to advancement, the British community being taken as the acme of what this advancement should aim at. Some few, if not the majority, of the aforesaid community are dubious whether the shutting of divans will attain the object strived at. Even in the Legislative Council many dissentients were found, the head of our military conferees among the number. His contention was that the military were not sent here for their own advancement nor for the reformation of the Chinese. They came for a special purpose—protection—and they performed their duties satisfactorily. It was not just to expect them to contribute towards an experiment that men of old China hands declared was a failure from its inception. His argument bore fruit and it was put on the statute book that a soldier should not pay more for his popular beverage, beer, for the purpose of reforming the Chinese. Speaking plainly, this means that the acting general did not consider that the proposed measures were beneficial and that he would do all in his power to prevent those, under his command, from supporting such a proposal. The law that liquor should bear the burden was passed. After continuous drill and barrack room inspection human nature naturally requires the slightest sensation of stimulation and so repairs to the canteen for liquid refreshment. Here the poor underlying finds himself on the horns of a dilemma. He wants a drink, wants it badly, but like the partaker of his usual, he is performing an action that is contrary to the dictum of his G.O.C. because he has to pay three cents extra to enable the Government to reform the Chinese. The difficulty is, however, overcome by the assurance that the aforesaid, three cents will be eventually repaid to him. The soldier drinks his pint contented that he is doing his duty, by supporting the many benefits he receives through grants from the Canton funds, and still not infringing the susceptibilities of his commanding officer. The dilemma has been overcome; the soldier gets his pint and supports all that makes the soldiers' life worth the living; but have the authorities who made the promise to repay the extra three cents kept their word? In some cases, yes, but in many cases, no. The soldier's regimental canteen is a military institution. From its profits the regimental institute is principally maintained. This institute maintains the different clubs that make soldiering popular but still a man cannot go to his commanding officer and say that he has drunk so many pints of beer and so according to Government regulations he is entitled to so much rebate. If he did the O.C. could and probably would pronounce him an habitual drunkard and sentence him to cells.—Yours, &c., X. Y. Z.

Hongkong, 25th April, 1910.

A BILL OF EXCHANGE ACTION.

CLAIM BY A COMMISSION AGENT.

Before Mr. Justice Gompertz, Puisne Judge, in the summary Court this afternoon, Douglas Graham, commission agent, filed a suit against Ying Cheong Loong firm to recover the sum of £33,141-4d. (\$384.9) and interest thereon at the rate of 6 per cent. per annum. The action arose out of the acceptance by the defendants of a Bill of Exchange for £33,141-4d. and interest at the rate of 6 per cent. per annum dated the 6th January, 1910, drawn by Hills Menck and Company, payable sixty days after sight to the order of the Chartered Bank of India, Australia and China and endorsed to the plaintiff. The said bill was duly presented to defendants for acceptance on the 3rd February, 1910, and was accepted on that date. The bill was presented for payment on the 7th April, 1910, but was dishonoured. The plaintiff further claimed \$5.87 as interest and \$45.07 for goods sold and delivered. Mr. W. E. L. Shenton appeared for the plaintiff while the defendants were unrepresented.

Mr. Shenton stated that the claim was in respect of a bill of exchange. A writ of attachment of defendant's property was applied for. The partners could not be found in their place of business and a writ of attachment was granted. Advertisements were inserted in the local papers and the *Government Gazette*. The case was called early in the month and adjourned till to-day.

A Chinese compradore gave evidence and Mr. F. Howell, Chief Bailiff at the Supreme Court, spoke to taking possession of defendant's property.

Judgment was entered for plaintiff.

TYPHOON WARNING.

The telegrams quoted below were received at the American Consulate General from the Manila Observatory to-day:—

Manila, April 24th, 1910, 9.50 a.m. Cyclone or Typhoon W. of Mindoro, moving W.N.W. or N.W.

Manila, April 25th, 1910, Noon. Cyclone or Typhoon W. of Luzon, more than 200 miles distant, moving W.N.W. or N.W.

THE YANGTSE INSURANCE ASSOCIATION, LTD.

ORDINARY GENERAL MEETING

The twentieth ordinary general meeting of the Yangtze Insurance Association Limited was held at Shinghai on 21st inst. Mr. James M. Young presided. The total number of shares represented was 3,223.

The Chairman said that before beginning the business of the meeting he had to apologize for the absence of Mr. J. Prentice, one of the Directors, who had gone away for a short trip and the share was unable to attend. There being a quorum present, he called upon the Secretary to read the notice convening the meeting.

The Secretary having read the notice convening the meeting, the Chairman said:—End as gentlemen, the Report and Accounts for the year ending December 31, 1909, having been in your hands for some time may, I presume, as usual be taken as read, but before formally proposing the adoption and passing of the same I beg to make a few remarks as customary on these occasions on the course of our business since we met on April 16 last year. I will, however, endeavour to take up as little as possible of your valuable time on which we are to-day further trespassing for the holding of the extraordinary meeting to follow this, but that also I do not think need detain you long.

Your directors feel confident that you will share in their opinion that the accounts show very satisfactory results and although the substantial balances we are carrying forward are subject to the settlement of known and unknown losses and claims that may arise on risks still running and appertaining to 1909 and former years, we are satisfied these balances will prove more than ample to meet any such losses and claims.

You will no doubt consider these good results exceptionally satisfactory when I tell you that the past three years will be long remembered by underwriters for the unusual number of losses and casualties to steamers belonging to some of the best lines in practically all trades.

At this meeting last year I told you there was reason to believe that the heavy losses underwriters had had to meet would have some beneficial effect on rates in the future and I am now pleased to be able to confirm that statement and inform you that the severe losses underwriters have experienced have been the means of bringing about co-operation amongst underwriters and a determined effort has been made to advance rates and control the excessive competition and rate-cutting which has prevailed of late years in marine insurance, and as trade generally appears to be improving I trust the Association will benefit thereby and continue to prosper.

Your Directors hope you will accept the division of the balance at credit of Working Account 1909 and former years as recommended in the Report, viz:—

Dividend of 20 per cent. (\$14,000.00)

To Credit of Reserve Fund..... 10,000.00

To Building Reserve Fund..... 10,000.00

Balance to be Carried Forward..... 67,270.07

Total.....\$71,270.07

Reserve Funds.—The Reserve Fund remains at \$1,000,000 and the Reinsurance Fund, with the \$27,397.26 added during the year and the additions now proposed, this Fund will amount to \$1,301,787.26, and the Building Reserve Fund to \$25,000.

Working Account 1909.—The net premium earned during the year ended December 31, 1909 amounted to \$1,337,832.22 against \$1,311,511.63 for the previous year, being an increase of \$105,769.59, which increase having been brought about partly by the improved state of trade I have already referred to, and also by the expansion of the Association's working, I feel sure you will consider satisfactory.

The balance at credit of Working Account for 1909 amounts to \$333,602.45 against \$743,637.03 for the previous year, but although this shows an increase of about \$30,000 the losses and claims pending settlement, in consequence of losses I have already mentioned exceed last year's figures by about \$100,000.

However, after making these payments on known casualties there will still remain a balance of about \$73,000 at credit of Working Account for 1909, and your Directors feel quite justified in recommending a special dividend of \$3 per share (equal to 5 per cent on the paid-up capital) out of interest earned during 1909 and, with the dividend of 20 per cent as recommended this will make a dividend to shareholders of all 25 per cent, and if you bear in mind the fact that we are declaring the same dividend on the increased capital of the Association as we did before on the smaller capital I feel sure you will consider it most satisfactory.

Interest earned during last year amounted to \$40,884.52 against \$134,085.67 for the previous year and the claims paid amounted to \$479,770.432.89 per cent of the premium income against \$447,118.16 or 29.80 per cent for the previous year. The percentage of expenses to premium has slightly decreased, being 15.42 per cent for last year, as against 16.16 per cent for 1908.

Exchange and Investment Fluctuation Account.—As explained in the report, principally owing to the higher rate of exchange the dollar value of the Association's investments in gold has depreciated by \$19,312.30 and after debiting Exchange and Investment Fluctuation Account with that amount there remains a credit balance of \$169,864.30.

A list of all the Association's investments lies on the table should any shareholder wish to see it.

Of the \$141,509.77 due by Agencies, premia in course of collection and sundry outstanding on December 31 last about \$380,000 has since been collected.

Mortgages on Real Estate.—Your directors are satisfied that the mortgages in which some of the Association's funds are invested are good and that the amounts advanced are amply secured.

Unexpired Risks.—Owing to the further increased amount underwritten during the past year the number and amount of unexpired risks is larger than it was at this time last year. Before closing it is again my privilege to bring to your notice the continued and entire satisfaction of the Board with the zeal and ability with which Mr. Jackson and our excellent staff have conducted the business of the Association during the period under review. It is owing greatly to them that the results are so good, and I feel sure it will afford you, as I do the Board, great pleasure to mark your appreciation of their untiring watchfulness over our interests by voting them a bonus the same as last year according to a resolution I shall do myself the honour to propose in due course. (Applause)

I cannot think of any further information that may interest you concerning the report and accounts, but I shall be pleased to answer any questions any shareholder may wish to ask, to the best of my ability.

As there were no questions the following resolutions were put to the meeting and carried unanimously:—

Proposed by the Chairman and seconded by Mr. H. J. Such: That the report of the directors and the statement of accounts for the year ending December 31, 1909, as presented be accepted and passed.

Proposed by the Chairman and seconded by Mr. C. W. Wrightson: That a dividend at the rate of twenty-five per cent, being \$15 per share on the paid-up capital of the Association, be declared payable in full at exchange 75 on the 22nd instant at the Chartered Bank of India, Australia and China, or the Hongkong and Shanghai Banking Corporation, Shanghai, to the shareholders of record on April 14, 1910.

Proposed by Mr. J. Elliott and seconded by Mr. E. G. Pearce: That Messrs. James M. Young, H. J. Such, John Prentice, C. W. Wrightson and George Miller, be re-elected directors to serve until the next ordinary general meeting of shareholders.

Proposed by Mr. D. W. Crawford and seconded by Mr. J. Ambrose: That Messrs. G. H. & N. Thomson be re-elected auditors to serve until the next ordinary general meeting of shareholders and that their remuneration be \$1,250 per annum.

Proposed by the Chairman, and seconded by Mr. George Miller: That the directors be and they are authorized to pay to the Secretary and staff of the Association a bonus on their salaries for last year, and that it be left to the Board to decide the amount to be paid to each, which shall, however, in no case exceed twenty per cent.

The Chairman—Except to tell you that Dividend Warrants are ready to be posted this evening there is no further business to bring before this annual general meeting, and I will, therefore, ask the Secretary to read the notice convening the extraordinary general meeting. Mr. Jackson said that before he read the notice of the extraordinary general meeting he would like to thank Mr. Young for the kind remarks he had made with regard to his self and the staff and the shareholders for the generous bonus voted to them by the meeting, which, he trusted, they would long continue to deserve. (Applause)

EXTRAORDINARY GENERAL MEETING

The Secretary having read the notice convening the meeting:

The Chairman said: Ladies and Gentlemen—You have no doubt all received and had time to digest the circular letter dated March 19 last, in which were enclosed copies of the proposed alterations and amendments to the Memorandum and Articles of Association, and I, therefore, will not take up more of your time in explaining them than is absolutely necessary.

As is explained in the circular letter I have just referred to, which has been forwarded to all registered shareholders, our Memorandum of Association was drawn up a good many years ago, and the present methods of conducting marine insurance business, and the various forms of insurance it is necessary for a Marine Insurance Company to be in a position to undertake, are much wider than they were then, and your directors have had under consideration for some time past the advisability of asking your authority to make certain changes and additions to the Association's Memorandum and Articles of Association and while some of the proposed amendments are already in force, others are not, and it is at the present time they may be in the future. Some of the proposed amendments your directors consider are absolutely necessary in order to enable the Association to conduct its business on more up-to-date lines. In the existing Memorandum of Association the power given to the Association for transacting its business are very limited and the necessity of increasing those powers has frequently been brought to our notice during recent years when claims for fire, flood, and other risks, are required to be covered by one and the same company.

You may wonder why we are asking for authority to effect alterations of anything connected with aerial navigation. Well, ladies and gentlemen, we have no intention at the present time of opening an Aeroplane Insurance Department, but we considered we might as well follow the lead of other companies and include this and other classes of insurance in the "object" clause of the Memorandum of Association, while we are making the other necessary amendments, as the expense of altering the Memorandum of Association is no more, whether we make one amendment or alteration, or several. The Memorandum of Association in its amended form, if passed by you to-day, will have been passed for confirmation as a special resolution at a further meeting to be held at this office at 4 p.m. on Tuesday, the 11th proximo, and if confirmed at that meeting, will require the sanction of the Court in Hongkong before it comes into force and can be acted upon.

I will now read the Resolution which is proposed by myself and seconded by Mr. H. J. Such:—

That the Memorandum and Articles of Association of the Association be respectively extended, altered and amended so as to read as shown in the printed copy for the purpose of identification by the Chairman of this meeting; and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association to the exclusion of those heretofore prevailing.

Before putting the resolution I shall be glad to answer any questions you may wish to put to me on the subject before the meeting to the best of my ability.

Mr. Such—I beg to second.

There were no questions and the resolution was put to the meeting and carried unanimously.

This was all the business, and the Chairman thanked shareholders for their attendance.

VICTORIA RECREATION CLUB.

ANNUAL ATHLETIC MEETING.

We give below the results of the V. R. C. Sports which did not appear in the Saturday's issue. One record was broken—that for the 120 yards Hurdle Race, which was done by Rev. Maundrell in 17 1/5 secs. The previous record was that of L. J. Wishart—18 secs.—in 1907. The best races of the day were the two bicycle races which were won by Forbes after a hard race by half a wheel. The handicappers are to be congratulated for this, as it is very seldom that the finish of a bicycle race was like that seen on Saturday.

During the afternoon an extra race of a quarter mile was open to the Boat boys of the V.R.C., prizes presented by Dr. F. H. Kew. This was an amusing race. Six boys competed. Girls' Race (80 Yards, Handicap)—Post Entries. Open to Girls between the ages of 6 and 10.

Miss Daucenberg 1
Miss E. Stainfield 2
Bicycle Race—Two Miles (Handicap)—Start in saddle.

J. Forbes (Scratch) 1
G. Lee (150 yards) 2

This event brought out eleven competitors. It was the best of the day. It did not take Forbes long to overtake the limit man, Summers, on the 275 yards mark. He kept on catching up and in the fifth lap he was fourth, and when the following lap he was approaching he overtook McCrae and Geo. Lee was coming up strong in the third place. When the final lap was on, the race started between Forbes, McCrae and Lee, 200 yards from the finish, Forbes was leading slightly from Lee, with McCrae about 10 yards behind. The race finished beautifully with Forbes the winner by half a wheel.

Time 6 mins. 5 secs.

200 YARDS HURDLE RACE.—(10 Flights).—

Rev. Maundrell 1
A. C. Leith 2

Maundrell won this race in record time: 17 1/5 secs.

200 YARDS FLAT RACE (Handicap).—

H. W. Peterson (7 yds) 1
A. M. Suffad (5 yds) 2

The competitors finished in a bunch, and half a yard separated the first and second men.

Time: 23 4/5 secs.

GIRLS' RACE (80 Yards, Handicap)—Post Entries. Open to Girls between the ages of 6 and 10.

Miss Hazeland 1
Miss P. Almada 2

440 YARDS FLAT RACE. (Challenge Cup).—

Presented by Mr. Hormusji Mody. To be won three years before becoming the property of a competitor.

A. W. Andrews (Buffs) 1
W. H. Keep (Buffs) 2

Only the above two competitors started for this, and Andrews ran anyhow, and won in the bad time of 1 min 6 secs.

BICYCLE RACE. Three Miles (Handicap)—Start in saddle.

J. Forbes (Scratch) 1
G. Lee (250 yards) 2

Time: 9 min. 10 secs.

TUG-OF-WAR.—Open to Non-Commissioned Officers and Men of Navy, Army and Police. Each Ship Regiment or Corps may enter one team only, 8 Men a Side. To be pulled over 15 feet. Best of three pulls. No spikes or nails allowed. No sitting down. No holes to be dug in the ground before pulling.

83d Company R. G. A. pulled over the "H" Co. Buffs easily.

BOYS' RACE, 400 YARDS.—(Handicap).—

Post entries. Open to all Boys over 10 and under 16. Handicap at the post, age to be stated on entry.

A. Osmond 1
B. Marques 2

HALF-MILE FLAT RACE.—(Handicap).—

W. H. Keep (Buffs) 40 Yds. 1
Cpl. Teister (Buffs) 50 Yds. 2

Time: 1m. 10 2/5 secs.

SACK RACE (50 YARDS).—

A. Marsh (Buffs) 1
J. M. Britto 2

ONE MILE FLAT RACE (HANDICAP).—

G. W. Rosam (Buffs) Scratch 1
A. Marsh (Buffs) 25 yds. 2

Time: 4 min. 54 secs

Consolation Race, (10 Yards)—Open to all Competitors, except those in open events, who have not won a prize at this meeting.

J. F. Castro 1

At the conclusion of the sports Mr. T. E. Pearce said that that prize giving ceremony concluded the 13th annual fixture held in connection with the V.R.C. It was said that 13 was a very unlucky number, but he thought they could all congratulate themselves on the fact that the weather had held out, and that they had been lucky instead of unlucky. They had witnessed some very good running that afternoon, but he did not think there was anything which called for special comment, except perhaps the record time made by the winner of the hurdle race. He wished to congratulate him, and he thought that 17 1/5 secs. would remain a record for some time to come. The committee were very grateful to the ladies and gentlemen who had so liberally given to the prize fund, and also for the presence of so many that afternoon. They had been fortunate in securing the services of Miss Rodger, who had kindly consented to present the prizes, and he asked her to do so.

Miss Rodger was presented with a handsome bouquet, and the proceedings ended with three hearty cheers for Miss Rodger, and three more for the ladies.

THE Java-China-Japan Steamship Company has ordered a new steamer to be built at the Shipbuilding Company Fynnond at Rotterdam. The liner must be ready in May, 1911, and will have a length of 420 ft., a breadth of 54 ft., and a depth of 30 ft., with a speed of 14 miles. The steamer must measure 8,000 register tons, and the engines will have a capacity of 2,400 h.p.

COMMERCIAL.

TO-DAY'S RUBBER QUOTATIONS.

April 25th, 5.30 p.m.
The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagans	8/9
Anglo-Java	Tls. 27
Balgownie	32/6
Batu Tiga	125/
Bertams	113/
Bukit Kajangs	100/
Bukit Rajahs	98/
Carey Uniteds	40/- prem.
Castlefields	125/
Changkat Sengangs	52/
Cheras	512
Damansaras	195/-
Eastern Internationals	42/6 prem.
Fed. Selangors	340/-
Glennahys	53/75
Glenshields	100/-
Golden Hopes	105/-
Highlands and Lowlands	173/-
Indragiris	5471
Juch Kenneths	355/-
Jeques	33/
Jonglanders	27/6 prem.
Kamunings	12/6 prem.
Kuala Lumpurs	245/-
Lanadrons (fully paid)	150/-
Lanadrons (ppd.)	112/6 prem.
Labus	205/-
Ladburies	17/6
Linggis	67/6
London Asiatics	170/-
London Ventures	11/-
Meilmans	8/9
Pajams	524
Pegohs	566
Rubber Trusts	71/6 prem. ex n. l.
Sagras	320/-
Sandycrofts	540 buy.
Sapongs	46/-
Senfields	155/- prem.
Sekongs	50/- prem.
Shelfords	96/-
Singapore & Johores	525
Sumatra Paras	18/6
Sungei Chohs	125/-
Sungei Kapais	200/-
Tandjongs	70/- prem.
Tanykals	32/6 prem.
Ulu Rantus	116/- ex n. l.
United Serdangs	160/-
United Singapore	\$44 sales
United Sumatras	155/-
United Langkats	87/6 ex rights

Dividends.—A final dividend of 2 1/2 per share has been declared by the Linggi Plantations, Ltd.

KUALA LUMPUR DIVIDEND.

Penang, 17th April.
A telegram from London states that Kuala Lumpur Rubber Co. has declared an interim dividend of six per cent.

MARCH OUTPUT.

Rubber Estates of Krian, March 2, 091.

SHANGHAI VOLUNTEERS.

GENERAL BROADWOOD'S INSPECTION.

Major-General R. G. Broadwood, who will hold the annual inspection of the Volunteer Corps to-morrow, has been busy inspecting the various Units at work during the last two days, says the N. G. D. News of 22nd inst. In addition to a visit to the Orderly Room and Gunshed, he found time on Friday to watch the training of the American and Customs Companies, the Light Horse, and the Artillery. The Artillery paraded on Wednesday afternoon at the Gunshed and were instructed to proceed to a piece of ground in Sizra Road, where the guns were brought into action. These were watched with interest by Major-General Broadwood, his aide-de-camp, Capt. C. R. Heathcote, and Lieut-Col. A.A.S. Barner, Commandant of the S. V. C. Eighty-five per cent of the strength of the unit paraded. Yesterday afternoon Major-General Broadwood saw the following units at work:—The Japanese Company, "A" Company and its Mounted Section, the Chinese Company, the Engineers Corps and the Light Horse.

Events Coming.

Tuesday, 26th April.

Hughes & Hough, auction sale of miscellaneous articles, 11 a.m.

Sanitary Board meeting, 3.45 p.m.

Baudmann Opera Co., "Our Miss Gibbs," 9 p.m.

Wednesday, 27th April.

Tennis Championship H. K. C. C. Ground, 4.30 p.m.

Baudmann Opera Co., "The Dollar Princess," 9 p.m.

Thursday, 28th April.

Hughes and Hough auction sale of Furniture, at 23 Conduit Road, 2.30 p.m.

Friday, 29th April.

Geo. P. Lammet, auction sale of furniture at the "Dorington" 5 Peak Road, 2.30 p.m.

The Governor "At Home," 9 p.m.

Saturday, 30th April.

Hongkong Electric Co., Ltd., Annual Meeting at Company's offices St. George's Building, 12 o'clock noon.

H.E. the Governor's departure on home leave.

Volunteer Smoking Concert, 9.15 p.m.

Y. M. C. A. Concert.

Monday 2nd May.

Geo. P. Lammet, Auction sale of Leasehold Property, at sales room, Noon.

Shanghai Race Meeting.

Today's Advertisement.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "ATHOLL,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the end prox. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 25th April, 1910. 136

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M., the 27th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 25th April, 1910. 18

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BORNEO,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 24th April, 1910. 14

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK ONLY:

S.S.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 10 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.

(Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"MONTEAGLE" TUESDAY, MAY 24TH.	"EMPRESS OF BRITAIN" FRIDAY, JULY 1ST.
"EMPRESS OF JAPAN" SATURDAY, JUNE 4TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPRESS OF CHINA" SATURDAY, JUNE 25TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 12TH.
"EMPRESS OF INDIA" SATURDAY, JULY 16TH.	
"MONTEAGLE" TUESDAY, AUGUST 16TH.	

"Empress" Steamers will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Bath in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 77.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Ministers, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 443/-

Via New York 445/-

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—W. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
SHANGHAI	CHOY-SANG	WEDNESDAY, 27th April, Noon.
SCAIORE, PENANG & CALCUTTA	FOOK-SANG	WEDNESDAY, 27th April, Noon.
MANILA	LOONG-SANG	FRIDAY, 29th April, 4 P.M.
SCAIORE, PENANG & CALCUTTA	LAISANG	TUESDAY, 3rd May, Noon.
MANILA	YUN-SANG	FRIDAY, 6th May, 4 P.M.
SHANGHAI, KOBE & MOJI	KUTSANG	TUESDAY, 17th May, Noon.

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers *Kutsang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted with Electric Light throughout.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., Telephone No. 215, Hongkong, 25th April, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
OEBU & ILOILO	"KAIFONG"	20th April, Noon.
MANILA	"TEAN"	25th " 3 P.M.
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	"KURIOHOW"	27th " 4 P.M.
SHANGHAI	"CHEWAN"	28th " 4 P.M.
SHANGHAI	"SZEHOEUN"	1st May, Daylight.
MANILA	"TAMING"	3rd " 3 P.M.
SHANGHAI	"ANHUI"	5th " 4 P.M.
SHANGHAI	"CHINHUA"	8th " Daylight.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA"	28th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SOREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SOREW STEAMERS (*Anhui*, *Chenai*, *Lintan*, *Chinhua*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Telephone No. 16, Hongkong, 23rd April, 1910.

AGENTS.

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Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KERLUNG, MOJI, KOBE and YOKOHAMA	"CHICAGO MARU" Capt. L. Goto	6,182	WEDNESDAY, 18th May, at Noon.
Do.	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 15th June, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST, PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. Y. Yamamoto	WEDNESDAY, 27th April, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"CHOSHUN MARU" Capt. T. Suroga	THURSDAY, 28th April, at 8 A.M.
TAKAO (DIRECT)	"SHINCHIKU MARU" Capt. K. Muto	THURSDAY, 28th April, at 5 P.M.
TAMSUI v. SWATOW & AMOY.	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 1st May, at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 25th April, 1910.

T. ARIMA, Manager.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KITANO MARU, Capt. F. E. Cope, Tons 9000 IYO MARU, Capt. R. Takeda, Tons 7000 HIBANO MARU, Capt. H. Fraser, Tons 9000	WEDNESDAY, 27th April, at Daylight. WEDNESDAY, 11th May, at Daylight. WEDNESDAY, 25th May, at Daylight.

VICTORIA, B.C., & SEATTLE { SADO MARU, Capt. S. Horiuchi, Tons 7000 { SATURDAY, 21st May { FROM KOBE.

VICTORIA, B.C., & SEATTLE { IMABA MARU, Capt. K. Kawara, Tons 7000 { TUESDAY, 26th April, Noon.
Kobe, YOKKAICHI and TAMBA MARU, Capt. K. Sato, Tons 7000 { TUESDAY, 24th May, at Noon.

SYDNEY AND MELBOURNE via MANILA, THURSDAY { NIKKO MARU, Capt. M. Yagi, Tons 6000 { FRIDAY, 13th May, at Noon.
ISLAND, TOWNSVILLE, KUMANO MARU, Capt. M. Winkler, Tons 6000 { FRIDAY, 10th June, at Noon.
AND BRISBANE

BOMBAY, via SINGAPORE { OYLOON MARU, Capt. Fred. Frye, Tons 6000 { TUESDAY, 3rd May.

NAGASAKI, KOBE and KUMANO MARU, Capt. M. Winkler, Tons 6000 { WEDNESDAY, 11th May, at Noon.

Kobe and YOKOHAMA { KAMO MARU, Capt. F. L. Sommer, Tons 9000 { THURSDAY, 12th May, at Noon.

SHANGHAI, MOJI & KOBE { BINGO MARU, Capt. S. J. G. Parsons, Tons 7000 { TUESDAY, 26th April.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

[COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER, 1910.]

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN, KOBE RETURN, MOJI RETURN, NAGASAKI RETURN.

1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

* Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers. Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KUSUMOTO.

Nagasaki 14

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADMN., EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.

THE Steamship

"DELTA," Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 30th April, 1910, at Noon, taking Passengers and Cargo to the above Ports in connection with the Company's S.S. *Mona*, 10,800 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Egypt*, due in London on 10th June, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to R. A. HEWETT, Superintendent.

Hongkong, 18th April, 1910.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK. (With Liberty to Call at the Malabar Coast.)

THE Steamship

"INVERIC," will be despatched for the above Port TO MORROW, the 26th April.

For Freight, apply to ARNHOLD, KARBURG & CO., General Agents.

Hongkong, 25th April, 1910.

REGULAR STEAMSHIP SERVICE

TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK ONLY:

S.S. "ERROLL" On 3rd May, 1910

For Freight and further Information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 12th April, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VIA VANCOUVER, B.C., TACOMA & SEATTLE

MOJI, KOBE AND YOKOHAMA.

STEAMER TONS CAPTAIN SAILING DATE

River Clyde 3,913 J. Kerr 15th May 1910

Ocean 4,057 F. W. Davies 11th June

Kumero 6,232 J. Mathie 5th July

Aymara 4,303 J. Boyd 26th July

Savaria 6,232 F. S. Cowley 23rd Aug.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 14th April, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Otago and Port, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM," Captain George, will be despatched as above on TUESDAY, the 10th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Barkeeper and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 12th April, 1910.

Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"SILESIA," Captain Selmer, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS CARGO:—

Ex s.s. *Faro* from Setubal.

Ex s.s. *Suzanne* & *Maria* from Bordeaux.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 20th April, 1910.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BUELOW,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th of April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th of April, at 9.30 A.M.

All Claims must reach us before the 1st of May, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELOHRS & CO., General Agents.

Hongkong, 20th April, 1910.

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIC,"

FROM TACOMA, VANCOUVER, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 19th April, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship

"BRECONSHIRE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 30th instant, at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godowns, where they will be examined at 9.30 A.M. on 8th instant. No claims will be admitted after Goods have left the Godowns or will they be recognized if presented after 10 days of the vessel's arrival here.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 23rd April, 1910.

Dentistry.

Supplied by Messrs. H. S. KADOORIE & Co. Corrected to noon : later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROPRIATE RETURNS AT PREVIOUS CLOSING QUOTATIONS BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$1,500,000 \$150,000	\$2,001,819	{ 2 1/2% for half year ending 31.12.09 @ 8x 7/8 = \$25.11	4 %	{ \$508 London £24.15/
National Bank of China, Limited.....	99,925	£7	£6	{ £4,000 £300,000	\$50,553	\$2 (London 1/6) for 1908	"	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$254,583 \$303,793 \$181,000	nbsb	\$10 for 1908.....	7 %	\$170 buyers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 255,000 Tls. 255,000 Tls. 255,000	Tls. 107,573	Final of 7/8 making 15/- for 1908	"	Tls. 115
Union Insurance Society of Canton, Limited	12,400	\$350	\$100	{ \$1,000,000 \$102,448 \$105,249 \$683,009	\$2,464,901	{ Final of \$17 making \$47 for 1907 and interim of \$30 for 1908.....	5 1/2 %	\$850 sales.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$294,405 \$199,204	\$707,637	\$12 and bonus \$3 for 1907	7 %	\$230
FIRE INSURANCE.								
China Fire Insurance Company, Limited	70,000	\$100	\$20	{ \$1,000,000 \$438,660 \$128,802	\$375,141	\$6 and bonus \$3 for 1907.....	7 %	\$111 buyers
Hongkong Fire Insurance Company, Limited....	8,000	\$250	\$50	{ \$1,431,173	\$168,711	\$27 for 1907	8 %	\$340 sales
SHIPPING.								
China and Manila Steamship Company, Limited...	30,000	\$25	\$25	{ \$7,000 \$20,000	\$1,015	\$1 for 1908	"	\$2 1/2
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$100,833 \$250,000	NIL.	2 1/2 for year ending 30.6.1908	"	\$34
Hongkong, Canton & Amoy Steamboat Co., Ltd	80,000	\$15	\$15	{ \$250,000 \$617,500 \$103,545 \$19,100	\$20,766	Final of \$1 1/2 for account 1910	8 %	\$30 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £100,000 £240,000 £270,000	£13,755	{ 6/- for 1907 on Preference shares only. @ ex 1/9 11/10 = 53. 154.....	"	\$73 sales
Do. (Deferred)	60,000	£5	£5	{ £240,000 £270,000	£62,817	{ 3rd int. of 2/- per sh. (coup. No. 12) making in all 4/- for 1908 & interim of 1/- for ac. '09	5 %	94/- buyers
"Shell" Transport and Trading Company, Limited ..	2,000,000	£1	£1	{ £100,000	\$2,131	{ \$1.00 \$0.50 for year ending 10.4.1909.....	4 %	\$26 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$45,000	\$2,131		3 1/2 %	\$14 1/2 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$350,000 \$54,546	Dr. \$5,858	\$10 for year ending 31.12.09	"	\$172
Luxon Sugar Refining Company, Limited.....	7,000	\$1	\$100	nbsb	Dr. \$185,891	\$3 for 1897	"	\$20 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000	Tls. 6,102	Tls. 10 for year ending 31.8.09	"	Tls. 950 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.....	1,000,000	£1	Pa. 1	{ £175,000 £14,329 none	£1,413	Final of 1/6 making 3/- for 1909	7 %	Tls. 18 sellers
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	{ none	none	First year	"	Pa. 10 buyers
Raub Australian Gold Mining Company, Limited {	150,000	£1	£18 1/10	{ £4 3/4	Dr. £2,191	No. 12 of 1/- = 8 cents	"	£8 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Feenick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$41,285	Dr. \$7,431	\$1.75 for year ending 31.12.06	"	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd..	60,000	\$55	\$50	{ \$550,000 \$26,806 \$40,000	\$30,108	None	"	\$59 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	{ \$38,442	\$128,765	Interim of \$1 1/2 for account 1909	"	\$62 sellers
Shanghai Dock and Engineering Co., Ltd.....	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000	Tls. 6,281	Interim of Tls. 2 1/2 for 1910.....	6 1/2 %	Tls. 78 buyers
Shanghai and Hongkew Wharf Company, Limited...	36,000	Tls. 1	Tls. 100	{ Tls. 60,257 Tls. 50,000 Tls. 115,000	Tls. 21,818	Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 120 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 1	Tls. 100	{ Tls. 25,000	Tls. 4,154	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 102 sellers
Central Stores, Limited	50,123	\$15	\$15	{ 20,000	\$24,011	\$1.20 on old and 60 cents on first new issue. 60 cents for 1909	"	\$16 buyers
Hongkong Hotel Company, Limited	{ 12,000 8,000	{ \$5 \$1	{ \$50 \$25	{ \$648,975 \$14,008	\$10,272	{ Interim of \$2.40 on old and 40 cents on new shares for account 1909	"	\$10 1/2
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	{ \$20,000	\$27,911	Interim		
